

SEVENTY-SEVENTH
ANNUAL REPORT OF THE BOARD OF DIRECTORS

OF

THE MICHIGAN CENTRAL RAILROAD COMPANY

TO THE STOCKHOLDERS

FOR THE YEAR ENDED

DECEMBER 31, 1922



DETROIT
MICHIGAN

THE
MICHIGAN CENTRAL RAILROAD

DECEMBER 31, 1922

Michigan Central Railroad

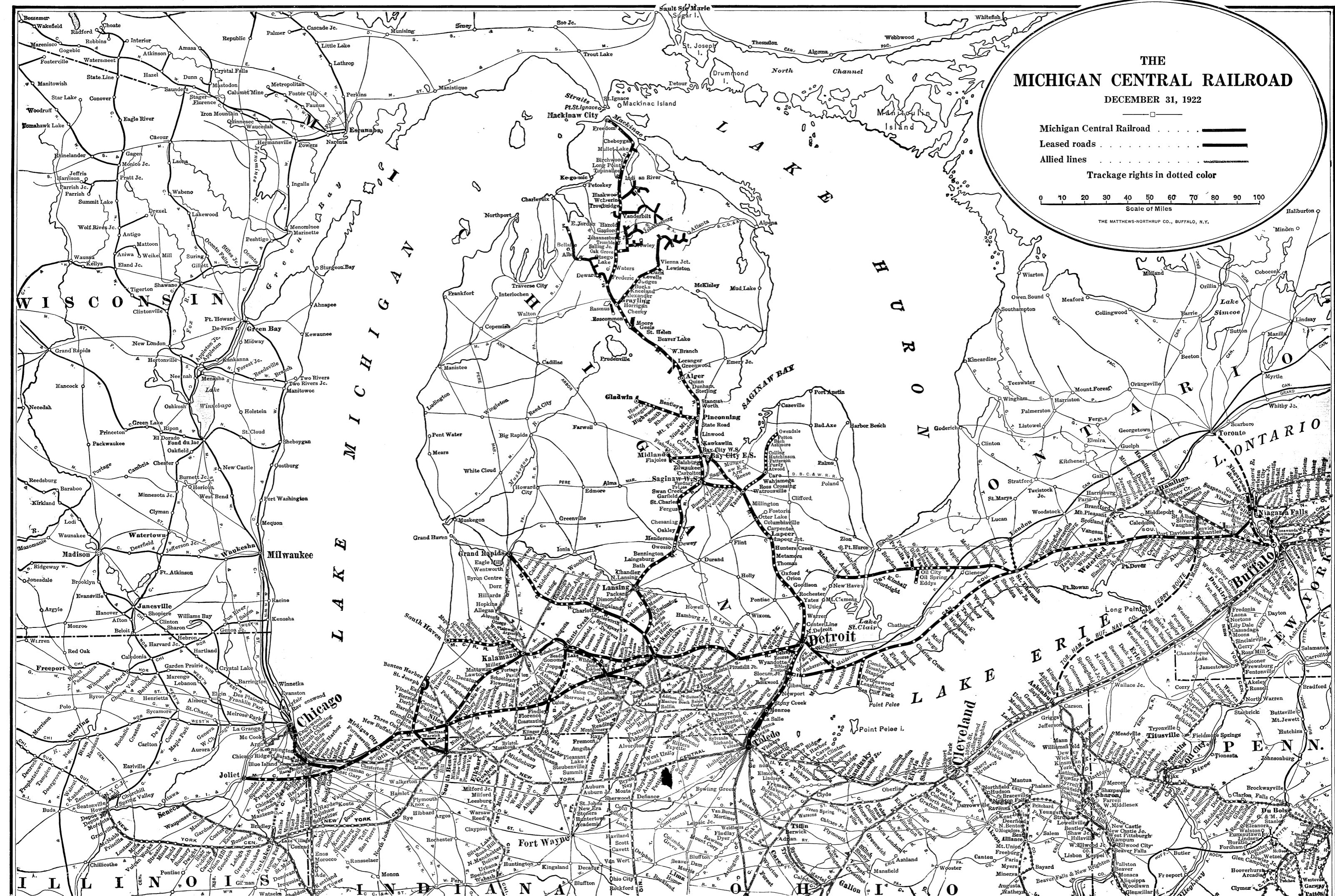
Leased roads

Allied lines

Trackage rights in dotted color

0 10 20 30 40 50 60 70 80 90 100
Scale of Miles

THE MATTHEWS-NORTHUP CO., BUFFALO, N.Y.



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DETROIT
MICHIGAN

ORGANIZATION OF
THE MICHIGAN CENTRAL RAILROAD COMPANY
DECEMBER 31, 1922

DIRECTORS

Elected May 4, 1922; term expires May 3, 1923

CHAUNCEY M. DEPEW
FREDERICK W. VANDERBILT
GEORGE F. BAKER
WILLIAM K. VANDERBILT
ALFRED H. SMITH
ROBERT S. LOVETT

(One vacancy)

HAROLD S. VANDERBILT
EDWARD S. HARKNESS
ALBERT H. HARRIS
EDMOND D. BRONNER
HENRY M. CAMPBELL
WARREN S. HAYDEN

The position of Chairman of the Board of Directors has been vacant since the death of Henry B. Ledyard on May 25, 1921

The annual meeting of stockholders for the election of directors is held in the city of Detroit, Michigan,
on the first Thursday after the first Wednesday in May

FINANCE COMMITTEE

WILLIAM K. VANDERBILT
GEORGE F. BAKER

HAROLD S. VANDERBILT

ALFRED H. SMITH
ROBERT S. LOVETT

CORPORATE OFFICERS

President	ALFRED H. SMITH	New York
Assistant to President	HOWARD L. INGERSOLL	New York
Assistant to President	GEORGE A. HARWOOD	New York
Executive Assistant to President	MARTIN J. ALGER	New York
Vice President	IRA A. PLACE	New York
Vice President	ALBERT H. HARRIS	New York
Vice President	GEORGE H. INGALLS	New York
Vice President	EDMOND D. BRONNER	Detroit
Vice President	JOHN L. BURDETT	New York
Vice President	JOHN G. WALBER	New York
Assistant Vice President	CHARLES J. BRISTER	Chicago
Assistant Vice President	CHARLES C. PAULDING	New York
Secretary	EDWARD F. STEPHENSON	New York
Assistant Secretary	JOSEPH M. O'MAHONEY	New York
General Treasurer	MILTON S. BARGER	New York
Assistant General Treasurer	HARRY G. SNELLING	New York
Assistant General Treasurer	EDGAR FREEMAN	New York
Treasurer	WALTER E. HACKETT	Detroit
Comptroller	WILLIAM C. WISHART	New York
Assistant Comptroller	LEROY V. PORTER	New York
Assistant Comptroller	FREDERICK H. MEEDER	New York

*General Treasurer, New York Central Building, 466 Lexington Avenue, New York, transfers stock, pays dividends on stock,
transfers bonds and pays interest on bonds*

Central Union Trust Company of New York registers stock at 80 Broadway, New York

*Guaranty Trust Company of New York pays dividends on equipment trust certificates of 1910, 1912, 1913, 1917, 1920,
and 1922*

Philadelphia Trust Company of Philadelphia pays dividends on equipment trust certificates of 1915

REPORT

To the Stockholders of

THE MICHIGAN CENTRAL RAILROAD COMPANY:

The Board of Directors herewith submits its report for the year ended December 31, 1922, with statements showing the income account for the year and the financial condition of the company.

Road operated

The following is a comparative table of the mileage operated:

	1922 Miles	1921 Miles	Increase Miles
Main line and branches owned	1,184.69	1,184.69	
Line jointly owned	.70	.70	
Leased lines	577.71	577.67	.04
Lines operated under trackage rights	98.96	98.96	
Total road operated	<u>1,862.06</u>	<u>1,862.02</u>	<u>.04</u>

The increase in the mileage is the result of corrections in measurements.

General conditions

A general revival of business in the early part of the year continued in some industries throughout the year, but the coal strike and later the shopmen's strike caused a serious setback in the return of normal conditions affecting the railroads. Notwithstanding these unfavorable factors, an increased freight tonnage was handled by the company as compared with 1921.

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SUMMARY OF FINANCIAL OPERATIONS AFFECTING INCOME

OPERATING INCOME	Year ended Dec. 31, 1922 1,862.06 miles operated	Year ended Dec. 31, 1921 1,862.02 miles operated	Increase ·04 mile	Decrease
RAILWAY OPERATIONS				
Railway operating revenues	\$83,426,407 27	\$72,911,852 36	\$10,514,554 91	
Railway operating expenses	59,576,357 37	52,551,944 57	7,024,412 80	
NET REVENUE FROM RAILWAY OPERATIONS	\$23,850,049 90	\$20,359,907 79	\$3,490,142 11	
<i>Percentage of expenses to revenues</i>	(71·41)	(72·08)		(·67)
Railway tax accruals	\$4,571,702 45	\$4,681,296 47		\$109,594 02
Uncollectible railway revenues	13,497 68	52,834 07		39,336 39
RAILWAY OPERATING INCOME	\$19,264,849 77	\$15,625,777 25	\$3,639,072 52	
Equipment rents, net debit	\$716,353 02	\$235,302 55*	\$951,655 57	
Joint facility rents, net debit	482,387 46	457,809 28	24,578 18	
NET RAILWAY OPERATING INCOME	\$18,066,109 29	\$15,403,270 52	\$2,662,838 77	
MISCELLANEOUS OPERATIONS				
Revenues	\$320,795 60	\$48,187 23	\$272,608 37	
Expenses and taxes	179,713 48	27,921 29	151,792 19	
MISCELLANEOUS OPERATING INCOME	\$141,082 12	\$20,265 94	\$120,816 18	
TOTAL OPERATING INCOME	\$18,207,191 41	\$15,423,536 46	\$2,783,654 95	
NON-OPERATING INCOME				
Additional compensation and adjustment of standard return under contract with Director General of Railroads for use of the company's railroad property during federal control				
Miscellaneous rent income	\$360,962 81	178,304 44	\$182,658 37	\$621,873 80
Miscellaneous non-operating physical property	4,515 29	8,314 20		3,798 91
Dividend income	498,877 00	440,679 47	58,197 53	
Income from funded securities and accounts	110,566 14	71,310 86	39,255 28	
Income from unfunded securities and accounts	279,964 49	472,724 77		192,760 28
Miscellaneous income	102,609 45†	1,441,616 95†	1,339,007 50	
TOTAL NON-OPERATING INCOME	\$1,152,276 28	\$351,590 59	\$800,685 69	
GROSS INCOME	\$19,359,467 69	\$15,775,127 05	\$3,584,340 64	
DEDUCTIONS FROM GROSS INCOME				
Rent for leased roads	\$2,736,021 30	\$2,793,425 71		\$57,404 41
Miscellaneous rents	2,700 17	4,493 94		1,793 77
Miscellaneous tax accruals	14,015 09	12,756 68	\$1,258 41	
Separately operated properties—loss		896 35		896 35
Interest on funded debt	3,320,967 40	3,396,968 64		76,001 24
Interest on unfunded debt	408,136 11	1,849,322 88		1,441,186 77
Amortization of discount on funded debt	104,753 99	68,360 99	36,393 00	
Maintenance of investment organization	1,633 34	273 51	1,359 83	
Miscellaneous income charges	47,030 57*	76,708 27*	29,677 70	
TOTAL DEDUCTIONS FROM GROSS INCOME	\$6,541,196 83	\$8,049,790 43		\$1,508,593 60
NET INCOME	\$12,818,270 86	\$7,725,336 62	\$5,092,934 24	
DISPOSITION OF NET INCOME				
Dividends declared (14 per cent 1922, 6 per cent 1921)	\$2,623,096 00	\$1,124,184 00	\$1,498,912 00	
SURPLUS FOR THE YEAR CARRIED TO PROFIT AND LOSS	\$10,195,174 86	\$6,601,152 62	\$3,594,022 24	

* Credit balance

† Debit balance

*The Michigan Central Railroad Company**Profit and Loss account*

BALANCE TO CREDIT OF PROFIT AND LOSS, DECEMBER 31, 1921		\$27,110,347 23
ADDITIONS:		
Surplus for the year 1922	\$10,195,174 86	
Unrefundable overcharges	4,269 75	
Adjustment of retirements incident to elimination of Canada Southern Railway equipment from lessee's accounts	166,112 92	
Federal income tax returned by United States in connection with years 1913 and 1914	7,893 70	
Various adjustments of accounts (net)	8,879 00	10,382,330 23
		\$37,492,677 46
DEDUCTIONS:		
Depreciation prior to July 1, 1907, on equipment retired during 1922	\$558,409 00	
Road property abandoned and not replaced	100,577 21	658,986 21
BALANCE TO CREDIT OF PROFIT AND LOSS, DECEMBER 31, 1922		\$36,833,691 25

Revenues, tonnage and passengers

The total operating revenues were \$83,426,407.27, an increase of \$10,514,554.91.

Freight revenue was \$55,721,157.95, an increase of \$9,993,022.96, notwithstanding the adverse conditions affecting tonnage and the rate reduction of July 1st elsewhere referred to in this report. Total revenue tonnage increased 4,790,563 tons. There was a decrease of 744,351 tons of anthracite coal, caused by the coal strike, but despite the suspension of bituminous coal traffic from certain mines during this strike, there was an increase in bituminous coal of 1,343,471 tons.

The revenue from passengers was \$19,247,622.17, a decrease of \$768,764.89. There were 24,482 more interline passengers carried than in 1921 but there was a decrease of 589,627 in local and commutation passengers. The amount of passenger traffic was somewhat affected by the coal and shopmen's strikes.

Express revenue was \$4,292,291.83, an increase of \$1,521,180.34. The express revenues of the company are based on a proportion of the net income of the American Railway Express Company. The increase over 1921 is largely attributable to the adjustment of overaccruals of certain reserves by the express company and to the operating economies instituted by it.

Operating expenses

The following table shows the operating expenses by groups for 1922 compared with those for 1921, the latter having been adjusted for the purpose of this comparison for the reasons set forth in the report for that year:

Group	Amount	Increase
Maintenance of way and structures	\$9,007,593 64	\$321,102 62
Maintenance of equipment	18,043,227 98	3,657,974 56
Traffic	1,098,623 04	26,957 88*
Transportation	28,909,506 64	624,476 56*
Miscellaneous	869,250 65	95,780 07*
General	1,679,988 21	98,973 99*
Transportation for investment—credit	31,832 79	22,562 16
Total operating expenses	\$59,576,357 37	\$3,155,450 84

* Decrease

*Annual Report**Operating expenses*

The increase of \$3,657,974.56 for maintenance of equipment is due to extraordinary freight car repairs by which bad order cars were reduced approximately 50 per cent during the year; to extensive work on passenger equipment necessitated by the postponement of repairs in previous years for various causes; to increased locomotive repairs due to work deferred in 1921 on account of depression, when shops were closed for a protracted period; and to increased costs incident to the shopmen's strike.

Although a greater volume of traffic was handled in 1922 there was a decrease in nearly all of the items of expense in the transportation group, reflecting economy and efficiency in operation. An advance in the price of coal resulting from the coal miners' strike caused a substantial increase in the outlay for fuel. There was one particularly noteworthy item of decrease in this group, \$1,243,912.45, in loss and damage to freight, a reduction of approximately 60 per cent.

Reduction in wages of clerical forces and in valuation expenses are the principal items contributing to the decrease in general expenses.

Railway tax accruals, equipment and joint facility rents

Tables setting forth the details of these accounts will be found in another part of this report.

Non-operating income

The non-operating income increased \$800,685.69. The largest change in this group is an increase of \$1,339,007.50 in miscellaneous income, mainly due to adjustments in 1921 in connection with the guaranty period, March-August, 1920.

Deductions from gross income

The total deductions from income for the year decreased \$1,508,593.60. Of this \$1,441,186.77 is in the account "Interest on unfunded debt" and is largely caused by decreased accruals of interest on amounts due the United States Railroad Administration.

Net corporate income

The net income of the company was \$12,818,270.86, from which there were declared dividends aggregating 14 per cent amounting to \$2,623,096, leaving a surplus for the year of \$10,195,174.86 which was carried to the credit of profit and loss.

Reductions in freight rates

Under decision of the Interstate Commerce Commission, dated May 16, 1922, a 10 per cent reduction in freight rates became effective on July 1st. It is estimated that the effect of this order, on the basis of the freight traffic handled in the last half of 1922, was to reduce revenue by approximately \$2,339,000.

Taxes

Taxes have been steadily increasing. They amounted to approximately \$4,571,702 in 1922 as compared with \$1,366,985 in 1912, an increase of 234.43 per cent. Taxes per mile of road operated (excluding trackage rights) were approximately \$2,678 in 1922 as compared with \$793 in 1912, an increase of more than 200 per cent.

*The Michigan Central Railroad Company**Account with Railroad Administration*

The company's account with the Railroad Administration for the period of federal control is still undergoing check by the representatives of the Director General. It is hoped that this matter will be disposed of in 1923.

Claim against the United States upon the guaranty

The company's claim against the United States, based upon its guaranty for the period March-August, 1920, has been submitted and should reach settlement in 1923.

Wages

In the annual report for 1921, attention was called to negotiations with employees looking to further reductions in pay and to further changes in working conditions. These negotiations failed and the matters in dispute were referred to the Railroad Labor Board. Decisions of the Board were made, effective in most cases on July 1, 1922, reducing the rates of pay of several classes of employees. It is estimated that the effect of these decisions would normally have been to reduce the total wages payable by the company in 1922 by approximately \$770,000, but the shop strike more than offset any benefits from the Board's findings.

Strike of shop craft employees

This company, in common with other railroad companies in the United States, was affected by the strike of the shop craft employees which became effective on July 1st and continued until a settlement was reached on September 19th.

Coal strike

After failure of negotiations between coal operators and the United Mine Workers of America, a general strike of United Mine Workers took place on April 1, 1922. The result was a suspension of work in the entire anthracite coal field and in all the unionized bituminous coal mines.

The federal government used its good offices to compose the differences between the operators and miners but without result. Finally, in the latter part of August, the operators and the United Mine Workers in joint conference agreed to resume operation of the bituminous mines upon the basis of the wages that had been effective prior to April 1st, with the result that by September 1st practically all the bituminous mines were active again. Shortly afterwards the anthracite operators and United Mine Workers reached an agreement.

Industrial development

During the year there were located upon the company's lines nineteen new industries, which will produce additional traffic estimated at 6,000 carloads per year. Fifty-one industries already located on the company's lines increased their facilities, the estimated result of which will be an increase of about 14,800 carloads annually.

*Annual Report**New arch bridge over Niagara River at Niagara Falls*

The Niagara River Bridge Company, the entire capital stock of which is owned by The Canada Southern Railway Company, is the owner of a cantilever bridge over the Niagara River at Niagara Falls, which this company operates under lease from the Canada Southern Railway Company. The bridge is thirty-nine years old and rapidly becoming obsolete. It has been decided to replace it with a double-track three-hinged steel arch bridge, with a clear span of 640 feet and a deck girder approach span of 100 feet at each end, to be erected just north of the existing bridge. The estimated cost of the project (exclusive of the easterly track approach, the design for which has not yet been determined) is \$1,797,500. This amount is divided into net capital charges of \$888,500 (\$1,034,500 chargeable to the capital account of the Niagara River Bridge Company and \$146,000 to be credited to the capital account of The Canada Southern Railway Company) and a charge to this company's operating expenses of \$909,000. The last mentioned charge will be reduced by the value of salvage recovered (estimated at \$50,000) and may be further reduced through trackage contract with the Pere Marquette Railway Company. The location of the new bridge has been approved by United States and Canadian authorities and substantial progress has been made in the preliminary work.

Yards at Niles, Michigan

The construction of the east-bound receiving yard at Niles was completed during the year and twelve tracks of the east-bound classification yard were constructed, in addition to which a substantial amount of grading was done upon this yard. Both yards were put into operation before the close of the year, and, upon the completion of the classification yard in 1923, modern facilities for handling business through this terminal will be provided.

Property investment accounts

Increases in the property investment accounts for the year, as shown in detail elsewhere in this report, were as follows:

Road	\$2,000,890 78
Equipment	2,572,599 90
Improvements on leased property	109,453 33
Miscellaneous physical property	64,392 31
<hr/>	
Total	\$4,747,336 32

*Changes in funded debt***ISSUE OF EQUIPMENT TRUST CERTIFICATES**

Under the New York Central Lines Equipment Trust of 1922 there were issued \$27,645,000 of certificates, of which this company's share is \$5,595,000.

RETIREMENT OF NOTES

The company paid during the year its 6 per cent notes, dated December 23, 1920, which had been given to The New York Central Railroad Company in order to provide for equipment and additions and betterments, as described in the report for 1920, as follows:

Serial notes for \$262,000 each, due December 23, 1922-1935	\$3,668,000
Ten-year note, due December 23, 1930	613,000

The Michigan Central Railroad Company

Five hundred and seven thousand dollars of the company's 6 per cent refunding and improvement mortgage bonds, series B, which were pledged as collateral security for the ten-year note, were returned to the company's treasury.

The changes in the funded debt of the company, in detail, were as follows:

The funded debt outstanding on December 31, 1921, was	\$69,530,924 97
It has been increased as follows:	
N Y C Lines Equipment Trust 5 per cent certificates of June 1, 1922	5,595,000 00
	<hr/>
	\$75,125,924 97

and has been reduced as follows:

Serial notes to the N Y C R R Co dated December 23, 1920, due December 23, 1922 to 1935	\$3,668,000 00
Ten-year note to the N Y C R R Co dated December 23, 1920, due December 23, 1930	613,000 00
Payments falling due during the year and on January 1, 1923, on the company's liability for principal installments under equipment trust agreements as follows:	
N Y C Lines Trust of 1907, final installment due November 1, 1922	260,425 43
N Y C Lines Trust of 1910, installment due January 1, 1923	393,960 44
N Y C Lines Trust of 1912, installment due January 1, 1923	151,710 90
N Y C Lines Trust of 1913, installment due January 1, 1923	262,359 54
M C R R Trust of 1915, installment due October 1, 1922	300,000 00
M C R R Trust of 1917, installment due March 1, 1922	600,000 00
Equipment Trust No. 48 (1920), installment due January 15, 1922	346,400 00
M C R R Co proportion of N Y C R R Co Trust of 1920, installment due April 15, 1922	467,664 75
	<hr/>
	7,063,521 06
leaving the funded debt on December 31, 1922	<hr/> \$68,062,403 91

Termination of New York Central Lines equipment trust of 1907

The New York Central Lines equipment trust of 1907 having expired on November 1, 1922, the title to the equipment was transferred by the Trustee to the several railroad companies, parties to the trust, in proportion to the amount of the cost thereof paid by each company, respectively. This company's share of the equipment so transferred from trust to railroad-owned consisted of 11 locomotives, 17 passenger-train cars, 3,439 freight-train cars and 198 work-train cars.

New York Central Lines equipment trust of 1922

This trust was created by agreement dated June 1, 1922, to which The New York Central Railroad Company, The Michigan Central Railroad Company, The Cleveland Cincinnati Chicago and St Louis Railway Company, The Cincinnati Northern Railroad Company, The Pittsburgh and Lake Erie Railroad Company, and The Pittsburgh McKeesport and Youghiogheny Railroad Company are parties. Under the trust \$27,645,000 of 5 per cent equipment trust certificates maturing in equal annual installments of \$1,843,000 over a period of fifteen years were issued, representing approximately 75 per cent of the cost of the equipment which was leased by the Trustee to the railroad companies. The equipment allotted to this company under the trust consists of 3,500

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freight cars and 10 switching locomotives, costing \$7,471,955. The certificates are prorated among the railroad companies in proportion to the cost of the equipment allotted to each, this company's share being \$5,595,000.

New York Central Lines four and one-half per cent equipment trust of 1922

This trust was created by agreement dated September 1, 1922, to which The New York Central Railroad Company, The Michigan Central Railroad Company, and The Cleveland Cincinnati Chicago and St Louis Railway Company are parties. Under the trust \$12,660,000 of 4½ per cent equipment trust certificates maturing in equal annual installments of \$844,000 over a period of fifteen years are issuable, representing approximately 75 per cent of the cost of the equipment leased by the Trustee to the railroad companies. The equipment allotted to this company under the trust consists of 15 locomotives estimated to cost \$1,026,000. No certificates were issued during the year. When issued they are to be prorated among the railroad companies in proportion to the cost of the equipment allotted to each.

Pensions

In the operation of the Pension Department, 84 employees were retired and placed upon the pension rolls. Of these retirements, 56 were authorized because of the attainment of seventy years of age, and 28 because of permanent physical disability. Thirty-six pensioners died during 1922. At the close of the year, 450 retired employees were carried upon the pension rolls. The total amount paid in pensions during the year was \$167,073.55.

Changes in organization

The Board records, with deep regret, the death during the year of the following:

Abraham T. Hardin, Director and Vice President, February 21;

John Carstensen, Vice President, April 14;

William Rockefeller, Director and member of Finance Committee, June 24.

The Board records the election or appointment of the following:

Warren S. Hayden, Director, May 4, to fill the vacancy caused by the death of Mr. Hardin;

John L. Burdett, Vice President, June 14;

John G. Walber, Vice President, Personnel, November 1;

Alfred H. Smith, member of Finance Committee, December 13, to fill the vacancy caused by the death of Mr. Rockefeller.

Appreciative acknowledgment is made to officers and employees of their loyal and efficient co-operation and service.

For the Board of Directors,

ALFRED H. SMITH,

President.

*The Michigan Central Railroad Company***CAPITALIZATION***Capital stock*

Number of shares authorized	187,380	Par value authorized	\$18,738,000 00
Number of shares issued	187,380	Par value issued	\$18,738,000 00
Number of shares held by company	16	Par value held by company	1,600 00
Number of shares actually outstanding	187,364	Par value actually outstanding	\$18,736,400 00
Par value per share	\$100.00	Dividend for the year	14 per cent

Funded debt

MORTGAGE BONDS	Date of issue	Date of maturity	Amount of authorized issue	Amount issued and now outstanding	Rate of interest	Payable on the first day of
Michigan Central Railroad Co first③	1902	May 1, 1952	\$18,000,000 00	\$18,000,000 00	3½%	Nov and May
Michigan Central Railroad Co refunding and improvement-series A①	1917	Jan. 1, 1947	6,171,000 00	6,171,000 00	4½%	July and January
Michigan Central Railroad Co refunding and improvement-series B①	1920	July 1, 1935	507,000 00	507,000 00	6%	January and July
Gold debentures③	1909	April 1, 1929	25,000,000 00	7,634,000 00	4%	Oct and April
Grand River Valley Railroad first③	1909	Sept. 1, 1959	4,500,000 00	1,500,000 00	4%	Mch and Sept
Detroit & Bay City Railroad first②	1881	Mch. 1, 1931	4,000,000 00	4,000,000 00	5%	June, Sept, Dec, March
Kalamazoo & South Haven Railroad first②	1889	Nov. 1, 1939	700,000 00	700,000 00	5%	May and Nov
Michigan Air Line Railroad first②	1890	Jan. 1, 1940	2,600,000 00	2,600,000 00	4%	July and Jan
Jackson Lansing & Saginaw Railroad first③	1901	Sept. 1, 1951	2,000,000 00	1,695,000 00*	3½%	Mch and Sept
Joliet and Northern Indiana Railroad first③	1907	July 10, 1957	3,000,000 00	1,500,000 00	4%	Jan 10-July 10
Bay City & Battle Creek Railway first④	1889	Dec. 1, 1989	1,800,000 00	49,000 00†	3%	June and Dec
Toledo Canada Southern and Detroit Railway first③	1906	Jan. 1, 1956	4,500,000 00	3,100,000 00	4%	July and Jan
				Total book liability		
				\$47,456,000 00		
Less Michigan Central Railroad Co refunding and improvement mortgage bonds nominally issued and held by or for the company						
				6,678,000 00		
				Total mortgage bonds actually outstanding		
				\$40,778,000 00		

EQUIPMENT TRUST OBLIGATIONS

Equipment trust certificates (N Y C Lines)③	1910	Jan. 1, 1925	\$5,909,406 53	\$787,920 84	4½%	July and Jan
Equipment trust certificates (N Y C Lines)③	1912	Jan. 1, 1927	2,275,663 50	606,843 60	4½%	July and Jan
Equipment trust certificates (N Y C Lines)③	1913	Jan. 1, 1928	3,697,777 50	1,311,797 72	4½%	July and Jan
Equipment trust certificates (M C R R)⑤	1915	Oct. 1, 1930	4,500,000 00	2,400,000 00	5%	Apl and Oct
Equipment trust certificates (M C R R)③	1917	Mch. 1, 1932	9,000,000 00	6,000,000 00	6%	Sept and Mch
Equipment trust notes (Trust No. 48)③	1920	Jan. 15, 1935	5,190,800 00	4,503,200 00	6%	July 15-Jan 15
Equipment trust certificates (N Y C R R)③	1920	April 15, 1935	7,014,971 25	6,079,641 75	7%	Oct 15-Apl 15
Equipment trust certificates (N Y C Lines)③	1922	June 1, 1937	5,595,000 00	5,595,000 00	5%	Dec and June
			Total equipment trust obligations actually outstanding	\$27,284,403 91		
			Total funded debt actually outstanding	\$68,062,403 91		

TRUSTEES:

① Bankers Trust Company, New York	③ Guaranty Trust Company of New York
② Central Union Trust Company, New York	④ Metropolitan Trust Company, New York
⑤ Philadelphia Trust Company, Philadelphia	

* \$305,000 purchased and retired by the Land Grant Trustees

† Balance remaining out of an issue of \$250,000

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CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1922

INVESTMENTS	ASSETS	Comparison with Dec. 31, 1921
Investment in road	\$63,883,593 03	\$2,000,890 78 Inc
Investment in equipment		
Equipment—trust	49,107,811 49	1,823,064 22 Dec
Equipment—owned	14,987,758 97	4,395,664 12 Inc
	TOTAL ROAD AND EQUIPMENT	\$4,573,490 68 Inc
Improvements on leased railway property	\$127,979,163 49	109,453 33 Inc
Deposits in lieu of mortgaged property sold	2,990,949 86	13,836 68 Dec
Miscellaneous physical property	86,652 76	64,392 31 Inc
Investments in affiliated companies	1,520,768 25	
Stocks		1,000 00 Inc
Bonds	853,651 80	28,451 80 Inc
Notes	783,507 96	27,412 32 Dec
Advances	1,620,930 78	591,612 06 Inc
		12,112,885 04
Other investments		\$593,651 54 Inc
Stocks	\$15,004 00	—
Bonds	227,410 62	3,450 00 Dec
Miscellaneous	1 00	—
		242,415 62
	TOTAL INVESTMENTS	\$3,450 00 Dec
		\$144,932,835 02
CURRENT ASSETS		\$5,323,701 18 Inc
Cash	\$12,314,074 09	\$9,040,937 98 Inc
Special deposits	4,373,157 35	4,110,620 43 Inc
Loans and bills receivable	2,158,112 88	2,155,991 90 Inc
Traffic and car-service balances receivable	1,043,534 51	79,751 92 Inc
Net balance receivable from agents and conductors	2,625,288 14	1,150,978 85 Inc
Miscellaneous accounts receivable	6,742,647 61	11,184 34 Dec
Material and supplies	6,124,561 89	3,843,045 66 Dec
Interest and dividends receivable	348,197 41	46,514 88 Inc
	TOTAL CURRENT ASSETS	\$35,729,573 88
DEFERRED ASSETS		\$12,730,565 96 Inc
United States Government		
Cash taken over January 1, 1918	\$3,710,264 60	—
Agents' and conductors' balances, December 31, 1917	4,003,202 07	\$217 39 Dec
Assets, December 31, 1917, collected	4,358,472 65	3,514 55 Inc
Material and supplies, December 31, 1917	8,723,766 24	23,877 14 Dec
Equipment retired	2,145,982 14	415 46 Dec
Federal accrued depreciation—balance	1,826,594 68	15,705 05 Dec
Agents' and conductors' balances, February 29, 1920	—	691,694 30 Dec
Other items	2,474,501 35	43 06 Inc
		\$27,242,783 73
Working fund advances		\$728,351 73 Dec
Other deferred assets	39,168 47	1,870 12 Inc
		12,059 97
	TOTAL DEFERRED ASSETS	14,917 16 Dec
UNADJUSTED DEBITS		\$741,398 77 Dec
Rents and insurance premiums paid in advance	\$1,353 93	\$1,353 93 Dec
Discount on funded debt	1,165,133 51	166,100 05 Inc
United States Government, due under Section 209 of Transportation Act, 1920	3,132,201 03	—
Other unadjusted debits	1,859,558 81	98,427 80 Inc
Securities issued or assumed—unpledged (\$6,679,600)		
	TOTAL UNADJUSTED DEBITS	\$6,158,247 28
		\$263,173 92 Inc
		\$214,114,668 35
		\$17,576,042 29 Inc

*The Michigan Central Railroad Company***CONDENSED GENERAL BALANCE SHEET, DECEMBER 31, 1922**

	LIABILITIES	Comparison with Dec. 31, 1921
STOCK		
Capital stock	<u>\$18,736,400 00</u>	<u>—</u>
LONG TERM DEBT		
Funded debt unmatured		
Equipment obligations	\$27,284,403 91	\$2,812,478 94 Inc
Mortgage bonds	40,778,000 00	—
Miscellaneous obligations	—	4,281,000 00 Dec
	<u>TOTAL LONG TERM DEBT</u>	<u>\$1,468,521 06 Dec</u>
	<u>TOTAL CAPITALIZATION</u>	<u>\$1,468,521 06 Dec</u>
CURRENT LIABILITIES		
Loans and bills payable	\$3,050,000 00	—
Traffic and car-service balances payable	4,191,118 60	\$2,075,433 10 Inc
Audited accounts and wages payable	5,060,230 40	347,647 44 Dec
Miscellaneous accounts payable	884,790 25	449,199 91 Inc
Interest matured unpaid	481,917 50	455,447 50 Inc
Dividends matured unpaid	4,854 00	156 00 Inc
Funded debt matured unpaid	2,000 00	—
Dividends declared payable January 29, 1923	1,873,640 00	1,124,184 00 Inc
Unmatured interest accrued	1,415,568 05	194,747 53 Inc
Unmatured rents accrued	427,774 87	28,356 16 Dec
Other current liabilities	1,060 35	—
	<u>TOTAL CURRENT LIABILITIES</u>	<u>\$3,923,164 44 Inc</u>
DEFERRED LIABILITIES		
United States Government		
Additions and betterments	\$9,824,664 29	\$83,336 98 Inc
Liabilities, December 31, 1917, paid	11,335,835 60	30,482 85 Dec
Corporate transactions	2,968,811 34	185,460 02 Dec
Revenues and expenses prior to January 1, 1918	4,040,399 49	55,167 69 Inc
Material and supplies, February 29, 1920	9,280,435 93	42,672 56 Dec
Other items	2,661,205 70	212,280 65 Inc
	<u>\$40,111,352 35</u>	<u>892,169 89 Inc</u>
Other deferred liabilities	1,292,022 49	838,819 48 Inc
	<u>TOTAL DEFERRED LIABILITIES</u>	<u>\$930,989 37 Inc</u>
UNADJUSTED CREDITS		
Tax liability	\$5,254,728 16	\$868,414 99 Inc
Operating reserves	1,839,518 73	1,223 60 Inc
Accrued depreciation—road	—	66,186 24 Dec
Accrued depreciation—equipment	13,491,374 51	943,268 62 Inc
Accrued depreciation—miscellaneous physical property	6,949 38	—
Other unadjusted credits	4,392,268 84	2,497,371 92 Inc
	<u>\$24,984,839 62</u>	<u>\$4,244,092 89 Inc</u>
CORPORATE SURPLÙS		
Additions to property through income and surplus	\$6,701,004 71	\$222,972 63 Inc
Profit and loss—balance	36,833,691 25	9,723,344 02 Inc
	<u>TOTAL CORPORATE SURPLUS</u>	<u>\$9,946,316 65 Inc</u>
	<u>\$214,114,668 35</u>	<u>\$17,576,042 29 Inc</u>

Annual Report

EQUIPMENT TRUSTS

The following statement shows the character of the equipment included in Equipment Trusts together with the total amount of certificates or notes issued and the amount now outstanding:

N Y C LINES EQUIPMENT TRUST OF 1910

Company	Loco-motives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½ per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1922
M C R R	135	35	3,300		\$5,909,406 53	\$393,960 44	\$5,121,485 69	\$787,920 84
N Y C R R	233	104	17,475	249	21,096,206 17	1,406,413 74	18,283,378 65	2,812,827 52
C C C & St L Ry	84	6	1,600		2,994,387 30	199,625 82	2,595,135 66	399,251 64
Totals	452	145	22,375	249	\$30,000,000 00	\$2,000,000 00	\$26,000,000 00	\$4,000,000 00

N Y C LINES EQUIPMENT TRUST OF 1912

Company	Loco-motives	Passenger cars	Freight cars	Company service cars	Certificates issued for not to exceed 90 per cent of value bearing interest at 4½ per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1922
M C R R	31	1	2,500		\$2,275,663 50	\$151,710 90	\$1,668,819 90	\$606,843 60
N Y C R R	63	96	10,345	150	10,325,983 50	688,398 90	7,572,387 90	2,753,595 60
C C C & St L Ry	53	27	1,500		2,398,353 00	159,890 20	1,758,792 20	639,560 80
Totals	147	124	14,345	150	\$15,000,000 00	\$1,000,000 00	\$11,000,000 00	\$4,000,000 00

N Y C LINES EQUIPMENT TRUST OF 1913

Company	Loco-motives	Passenger cars	Freight cars		Certificates issued for not to exceed 90 per cent of value bearing interest at 4½ per cent	Annual installments	Certificates redeemed	Balance certificates outstanding Dec. 31, 1922
M C R R	88	82	740		\$3,697,777 50	\$262,359 54	\$2,385,979 78	\$1,311,797 72
N Y C R R	249	314	2,000		10,734,681 38	742,117 61	7,024,093 27	3,710,588 11
C C C & St L Ry		47	1,000		1,706,775 32	116,733 71	1,123,106 79	583,668 53
P & L E R R			4,000		3,981,991 50	265,466 10	2,654,661 00	1,327,330 50
T & O C R Ry	3		3,500		3,057,774 30	213,323 04	1,991,159 16	1,066,615 14
Totals	340	443	11,240		\$23,179,000 00	\$1,600,000 00	\$15,179,000 00	\$8,000,000 00

MICHIGAN CENTRAL RAILROAD EQUIPMENT TRUST OF 1915

Company		Freight cars		Certificates issued for not to exceed 90 per cent of value bearing interest at 5 per cent	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1922
M C R R		4,045		\$4,500,000 00	\$300,000 00	\$2,100,000 00	\$2,400,000 00

MICHIGAN CENTRAL RAILROAD EQUIPMENT TRUST OF 1917

Company	Loco-motives	Passenger cars	Freight cars		Certificates issued for not to exceed 80 per cent of value bearing interest at 6 per cent	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1922
M C R R	10	50	6,000		\$8,802,000 00	\$600,000 00	\$2,802,000 00	\$6,000,000 00

*The Michigan Central Railroad Company*EQUIPMENT TRUSTS (*concluded*)

EQUIPMENT TRUST No. 48 (1920)

Company	Loco-motives	Freight cars	Notes issued for not to exceed 75 per cent of value bearing interest at 6 per cent	Annual installment	Notes redeemed	Balance notes outstanding Dec. 31, 1922
M C R R	30	2,000	\$5,190,800 00	\$346,400 00	\$687,600 00	\$4,503,200 00

NEW YORK CENTRAL RAILROAD COMPANY EQUIPMENT TRUST OF 1920

Company	Loco-motives	Passenger cars	Freight cars	Certificates issued for not to exceed 75 per cent of value bearing interest at 7 per cent	Annual installment	Certificates redeemed	Balance certificates outstanding Dec. 31, 1922
M C R R	26	38	1,950	\$7,014,971 25	\$467,664 75	\$935,329 50	\$6,079,641 75

N Y C LINES EQUIPMENT TRUST OF 1922

Company	Loco-motives	Freight cars	Certificates issued for not to exceed 75 per cent of value bearing interest at 5 per cent	Annual installments	Certificates redeemed	Certificates outstanding Dec. 31, 1922
M C R R	10	3,500	\$5,595,000 00	\$373,000 00		\$5,595,000 00
N Y C R R	50	5,000	8,580,000 00	572,000 00		8,580,000 00
C C C & St L Ry	15	4,000	5,625,000 00	375,000 00		5,625,000 00
C N R R		1,000	1,155,000 00	77,000 00		1,155,000 00
P & L E R R		2,500	3,345,000 00	223,000 00		3,345,000 00
P McK & Y R R		2,500	3,345,000 00	223,000 00		3,345,000 00
Totals	75	18,500	\$27,645,000 00	\$1,843,000 00		\$27,645,000 00

N Y C LINES FOUR AND ONE-HALF PER CENT EQUIPMENT TRUST OF 1922

Company	Loco-motives		
M C R R	15		
N Y C R R	160		
C C C & St L Ry	65		
Total	240		No certificates issued in 1922

HIRE OF EQUIPMENT ACCOUNT

	Amount paid for use	Amount received from hire	Debit balance	Credit balance
Locomotives	\$66,364 00	\$78,717 31		\$12,353 31
Passenger-train cars	467,442 49	226,254 44	\$241,188 05	
Freight-train cars	7,910,577 04	7,410,709 65	499,867 39	
Work equipment	11,291 73	23,866 05		12,574 32
Floating equipment	225 21		225 21	
Totals	\$8,455,900 47	\$7,739,547 45	\$716,353 02	

JOINT FACILITY RENT ACCOUNT

	1922	1921	Increase
Amount paid for use of facilities maintained by other companies	\$797,747 03	\$703,014 11	\$94,732 92
Amount received for use of facilities maintained by this company	315,359 57	245,204 83	70,154 74
Net debit	\$482,387 46	\$457,809 28	\$24,578 18

DETAIL OF EXPENDITURES FOR IMPROVEMENTS TO PROPERTY

Improvements in station, yard and terminal facilities

Terminal facilities, Niles	\$869,420 50
Freight house and tracks, Albion	17,342 15
Boiler and tank shop, Jackson	8,499 20
Changing four boiler settings at power house, Jackson Junction	4,171 64
Coaling station, Jackson Junction	9,497 19
Mechanical coal conveyor at power house, Niles	6,130 65
Machinery for car and locomotive shops	35,687 09
Addition to steel mill, West Detroit	5,864 26
Water station, Michigan City	13,331 97
Mechanical coaling station, Michigan City	58,861 15
New scale and track, Michigan City	10,025 07
Turntable changes, East Gary	6,863 75
Passenger station and facilities, Hastings	34,136 47
Water tank, Cheboygan	4,716 64
	<hr/>
	\$1,084,547 73
Less adjustments and sundry structures abandoned	3,165 49
	<hr/>

Land purchased

Jackson	\$21,259 05
South Bend	404 47
	<hr/>
21,663 52	
Less land sold	2,620 24
	<hr/>

Roadway and bridge improvements

Grade separation, Leoni	\$68,221 14
Grade separation, Detroit	53,045 93
Grade separation, Dearborn	86,760 47
Ballast applied	12,429 44
Increased weight of rail	413,671 75
West-bound passing track, Wayne Junction	5,742 38
Paving various places	26,550 20
Section motor cars, various places	45,713 45
Track extensions, St Paul Avenue yard, Detroit	5,716 13
Track changes, Michigan City	26,953 21
Track changes, Toledo	5,802 29
Passing tracks, Oxford	16,106 75
Wye track, South Haven	7,095 76
Additional track facilities, Wyandotte	12,521 34
Reconstructing telegraph line, Niles to Michigan City	22,958 07
Reconstructing telegraph line, Battle Creek to Kalamazoo	7,401 77
Bridge over St Charles Air Line	10,965 04
Bridge over Main Street, Lansing	13,058 60
Bridge 213.16, Three Oaks	5,595 63
Bridge 86.74, Caro	10,130 29
Bridge 43.63, Vermontville	8,487 78
Bridge 17.67, Pinconning	12,312 77
Bridge 26.00, Clarendon	5,028 94
Various other improvements less adjustments	18,196 13
	<hr/>
Net increase in road expenditures	\$900,465 26

\$2,000,890 78

Trust equipment

EQUIPMENT ADDED, including betterments:

Steam locomotives, 10 put in service	\$359,388 34
Passenger-train cars	3,639 08
Freight-train cars, 1,650 " " "	3,069,914 42

\$3,432,941 84

EQUIPMENT RETIRED:

167 freight-train cars	177,114 24	\$3,255,827 60
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Equipment under 1907 Trust (matured) transferred to
owned equipment, at

5,078,891 82

Net decrease in trust equipment (carried forward) \$1,823,064 22

\$2,000,890 78

The Michigan Central Railroad Company

DETAIL OF EXPENDITURES FOR IMPROVEMENTS TO PROPERTY (concluded)

		<i>Brought forward</i>	\$1,823,064 22*	\$2,000,890 78
<i>Owned equipment</i>				
EQUIPMENT ADDED , including betterments:				
Steam locomotives, 1 put in service	\$99,888 49			
Passenger-train cars	19,958 15*			
Freight-train cars, 314 " " "	512,142 90			
Work equipment, 23 " " "	54,212 92			
Miscellaneous equipment, 4 " " "	3,516 27		\$649,802 43	
EQUIPMENT RETIRED :				
28 steam locomotives	\$266,232 63			
10 passenger-train cars	36,687 00			
2,478 freight-train cars	1,747,268 21			
102 pieces of work equipment	79,002 00			
4 pieces of miscellaneous equipment	3,020 71		2,132,210 55	
		\$1,482,408 12*		
Equipment under 1907 Trust (matured) transferred from trust equipment, as follows:				
11 locomotives; 3,439 freight-train cars; 17 passenger-train cars; and 198 work-train cars, at	5,078,891 82			
Adjustment restoring to this company's capital account deductions therefrom prior to 1922 for retirements, less betterments, of equipment owned by The Canada Southern Railway Company, as follows:				
steam locomotives, \$346,150.64; freight-train cars, \$340,085.78; passenger-train cars, \$87,706.00; work equipment, \$25,238.00	799,180 42			
Net increase in owned equipment		4,395,664 12		
Net increase in equipment investment			2,572,599 90	
Net increase in road and equipment during the year			<u>\$4,573,490 68</u>	

Improvements on leased or controlled railway property

<i>Battle Creek and Sturgis Railway</i>				
Bridge 9.66, Barnum Lake	\$1,269 77			
Drain, Barnum Lake	18 87*		\$1,250 90	
<i>Detroit Toledo and Milwaukee Railroad</i>				
Industrial tracks, Battle Creek	\$2,795 59			
Track changes, Marshall	3,250 79			
Increased weight of rail	1,989 55			
Section motor cars	560 00			
Less bridges abandoned	\$8,595 93			
	260 00		8,335 93	
<i>Joliet and Northern Indiana Railroad</i>				
Grade separation, Matteson	\$73,396 04			
Bridge 16.38, Dyer	2,249 67			
Bridge 2.50, East Gary	5,988 83			
Increased weight of rail	14,255 80			
Storage tracks, Joliet	4,786 43			
Concrete floor in engine house, Joliet	3,549 20			
Round house and facilities, Joliet	10,932 61*			
Various other improvements	7,127 04		100,420 40	
<i>Lansing Transit Railway</i>				
Electric lights in target signal, Lansing			60 78	
<i>New York Central Railroad Company (Benton Harbor Extension)</i>				
Team track, Benton Harbor			2,009 80	
<i>St Clair and Western Railroad</i>				
Industrial tracks abandoned			766 99*	
<i>St Joseph South Bend and Southern Railroad</i>				
Paving and storm sewer, Benton Harbor	\$1,949 04			
Industrial tracks, St Joseph	1,184 29			
Fish house destroyed by fire, St Joseph	4,500 00*			
Bridge 3.48, Derby	1,169 51*			
Various other improvements	678 69		1,857 49*	
Net increase in account "Improvements on leased railway property"			<u>\$109,453 33</u>	

* Credit

*Annual Report***INVESTMENTS****IMPROVEMENTS ON LEASED RAILWAY PROPERTY**

Battle Creek & Sturgis Railway	\$11,824 87
Canada Southern Railway	960,836 41
Detroit Manufacturers Railroad	22,318 21
Detroit Toledo & Milwaukee Railroad	48,628 46
Joliet & Northern Indiana Railroad	1,886,383 24
Lansing Transit Railway	60 78
New York Central Railroad—Benton Harbor Extension	6,345 13
St Joseph South Bend & Southern Railroad	55,319 75
St Clair & Western Railroad	766 99*
Total	\$2,990,949 86

DEPOSITS IN LIEU OF MORTGAGED PROPERTY SOLD

Account land at Jackson	\$3,794 50
Account trust equipment	82,858 26
Total	\$86,652 76

INVESTMENTS IN MISCELLANEOUS PHYSICAL PROPERTY

Detroit Stock Yards	\$769,284 58
Detroit land—Union Trust Company	295,813 96
Detroit lands—special	15,450 00
Real estate—Backus property	169,205 29
Land, Woodward Avenue	130,702 07
Quarry, Joliet	47,030 80
Rail leased to sundry parties	47,425 75
Jackson lands—suspense	35,344 80
Grand Rapids land—suspense	10,510 00
Land Grant lands—Union Trust Company	1 00
Total	\$1,520,768 25

INVESTMENTS IN AFFILIATED COMPANIES—STOCKS

	Total outstanding	Held by this company No. of shares	Par value
Battle Creek & Sturgis Railway Co	\$500,000 00	4,175	\$417,500 00
Canada Southern Railway Co	15,000,000 00	78,100	7,810,000 00
Chicago Kalamazoo & Saginaw Railway Co	450,000 00	2,700	270,000 00
Detroit Manufacturers Railroad	300,000 00	1,772	177,200 00
Detroit River Tunnel Company	3,000,000 00	30,000	3,000,000 00
Detroit Terminal Railroad Co	2,000,000 00	5,000	500,000 00
Detroit Toledo & Milwaukee Railroad Co	1,060,000 00	5,300	530,000 00
Indiana Harbor Belt Railroad Co	5,000,000 00	15,000	1,500,000 00
Joliet & Northern Indiana Railroad Co	300,000 00	3,000	300,000 00
Lansing Manufacturers Railroad	100,000 00	500	50,000 00
Lansing Transit Railway Co	2,000 00	10	1,000 00
Mackinac Transportation Company	65,000 00	216%	21,666 67
Toledo Terminal Railroad Co	4,000,000 00	3,872	387,200 00
Toronto Hamilton & Buffalo Railway Co	4,512,500 00	9,842	984,200 00
Total			\$15,948,766 67

INVESTMENTS IN AFFILIATED COMPANIES—BONDS

	Total outstanding	Held by this company par value
Battle Creek & Sturgis Railway Co first mortgage	\$500,000 00	\$24,000 00
Chicago Kalamazoo & Saginaw Railway Co first mortgage	1,268,000 00	761,000 00
Toledo Terminal Railroad Company first mortgage	4,707,000 00	73,000 00
Toronto Hamilton & Buffalo Railway Co consolidated gold mortgage	2,000,000 00	250,000 00
Total		\$1,108,000 00

INVESTMENTS IN AFFILIATED COMPANIES—NOTES

Indiana Harbor Belt Railroad Co	\$783,507 96
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* Credit

*The Michigan Central Railroad Company*INVESTMENTS (*concluded*)

INVESTMENTS IN AFFILIATED COMPANIES—ADVANCES

Canada Southern Railway Co	\$1,141,159 51
Detroit River Tunnel Company	2,675 83
Indiana Harbor Belt Railroad Co	262,616 63
Lansing Manufacturers Railroad	47,172 72
Mackinac Transportation Company	167,306 09
Total	<u>\$1,620,930 78</u>

OTHER INVESTMENTS—STOCKS

Clifton Hotel Company, Limited	\$15,000 00
Detroit Chamber of Commerce	100 00
Sundry inactive corporations	61,400 00
Total	<u>\$76,500 00</u>

OTHER INVESTMENTS—BONDS

United States of America First Liberty Loan 3½%	\$12,150 00
United States of America First Liberty Loan converted 4¼%	50,350 00
United States of America Second Liberty Loan converted 4¼%	168,900 00
Canada Victory Loan of 1917, 5%	200 00
Total	<u>\$231,600 00</u>

OTHER INVESTMENTS—MISCELLANEOUS

Membership in Chicago Board of Trade	<u>\$1 00</u>
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SUMMARY OF INVESTMENTS

Road and equipment	\$127,979,163 49
Improvements on leased or controlled railway property	2,990,949 86
Deposits in lieu of mortgaged property sold	86,652 76
Miscellaneous physical property	1,520,768 25
Investments in affiliated companies—Stocks, par value \$15,948,766 67 ledger value \$8,854,794 50	
Bonds, par value 1,108,000 00 ledger value 853,651 80	
Notes, par value 783,507 96 ledger value 783,507 96	
Advances 1,620,930 78	12,112,885 04
Other investments—	
Stocks, par value \$76,500 00 ledger value \$15,004 00	
Bonds, par value 231,600 00 ledger value 227,410 62	
Miscellaneous 1 00	242,415 62
Total investments	<u>\$144,932,835 02</u>

Annual Report

DETAIL OF RAILWAY OPERATING REVENUES

REVENUES FROM TRANSPORTATION	1922	1921	Increase	Decrease
Freight	\$55,721,157 95	\$45,728,134 99	\$9,993,022 96	
Passenger	19,247,622 17	20,016,387 06		\$768,764 89
Excess baggage	173,218 78	180,250 71		7,031 93
Mail	894,547 22	868,436 79	26,110 43	
Express	4,292,291 83	2,771,111 49	1,521,180 34	
Other passenger train	228,988 32	98,049 71	130,938 61	
Milk	115,118 90	122,764 90		7,646 00
Switching	1,046,320 75	1,004,495 74	41,825 01	
Special service train	16,694 88	15,224 97	1,469 91	
Other freight train	805 35	1,652 75		847 40
Total	<u>\$81,736,766 15</u>	<u>\$70,806,509 11</u>	<u>\$10,930,257 04</u>	

INCIDENTAL AND JOINT FACILITY	1922	1921	Increase	Decrease
Dining and buffet	\$783,811 26	\$786,569 84		\$2,758 58
Hotel and restaurant	124,649 04	125,146 99		497 95
Station and train privileges	68,367 90	79,052 63		10,684 73
Parcel room	29,881 79	26,697 36	\$3,184 43	
Storage—freight	66,388 04	69,659 23		3,271 19
Storage—baggage	19,173 63	19,211 22		37 59
Demurrage	392,993 36	336,662 97	56,330 39	
Telegraph and telephone	2,374 96	2,218 33	156 63	
Grain elevator		17,793 21		17,793 21
Stockyard	544 78	206,683 70		206,138 92
Rents of buildings and other property	66,618 10	49,863 30	16,754 80	
Miscellaneous	91,961 79	332,936 26		240,974 47
Joint facility—Cr.	52,759 63	70,170 44		17,410 81
Joint facility—Dr.	9,883 16	17,322 23	7,439 07	
Total	<u>\$1,689,641 12</u>	<u>\$2,105,343 25</u>		<u>\$415,702 13</u>
Total railway operating revenues	<u>\$83,426,407 27</u>	<u>\$72,911,852 36</u>	<u>\$10,514,554 91</u>	

DETAIL OF RAILWAY OPERATING EXPENSES

MAINTENANCE OF WAY AND STRUCTURES	1922	1921	Increase	Decrease
Superintendence	\$535,520 80	\$551,493 31		\$15,972 51
Roadway maintenance	767,326 29	801,718 96		34,392 67
Tunnels and subways	20,252 32	20,560 34		308 02
Bridges, trestles and culverts	265,700 80	115,273 63	\$150,427 17	
Ties	1,708,231 71	1,293,630 82	414,600 89	
Rails	744,714 06	771,671 15		26,957 09
Other track material	608,476 62	1,090,896 61		482,419 99
Ballast	242,416 28	35,450 46	206,965 82	
Track laying and surfacing	2,496,898 11	2,273,022 70	223,875 41	
Right-of-way fences	70,334 15	69,272 52	1,061 63	
Snow and sand fences and snowsheds	809 38	2,392 60		1,583 22
Crossings and signs	166,736 45	164,643 37	2,093 08	
Station and office buildings	263,505 33	293,296 11		29,790 78
Roadway buildings	21,051 39	16,516 38	4,535 01	
Water stations	80,915 08	104,879 81		23,964 73
Fuel stations	16,661 51	50,754 43		34,092 92
Shops and enginehouses	159,003 74	178,250 11		19,246 37
Carried forward	<u>\$8,168,554 02</u>	<u>\$7,833,723 31</u>		

*The Michigan Central Railroad Company*DETAIL OF RAILWAY OPERATING EXPENSES (*continued*)

MAINTENANCE OF WAY AND STRUCTURES	1922	1921	Increase	Decrease
(concluded)	<i>Brought forward</i>	\$8,168,554 02	\$7,833,723 31	
Grain elevators	109 98*	4,156 09		\$4,266 07
Wharves and docks	6,659 29	1,555 57	\$5,103 72	
Telegraph and telephone lines	71,613 04	47,746 01	23,867 03	
Signals and interlockers	241,766 77	289,374 11		47,607 34
Power plant buildings	7,493 33	13,261 37		5,768 04
Power substation buildings	796 77	30 12	766 65	
Power transmission systems	1,454 74	1,771 91		317 17
Power distribution systems	19,199 97	18,311 59	888 38	
Power line poles and fixtures	2,011 50	1,695 20	316 30	
Underground conduits		284 15		284 15
Miscellaneous structures	5,522 53	7,909 68		2,387 15
Paving	14 84	1,609 04		1,594 20
Roadway machines	21,584 69	13,953 25	7,631 44	
Small tools and supplies	91,465 08	71,055 80	20,409 28	
Removing snow, ice and sand	111,851 00	54,401 12	57,449 88	
Assessments for public improvements	9,785 38	103,095 66		93,310 28
Injuries to persons	55,669 56	37,242 30	18,427 26	
Insurance	36,427 31	44,966 73		8,539 42
Stationery and printing	18,028 36	15,271 67	2,756 69	
Other expenses	1,534 76	31 35	1,503 41	
Maintaining joint tracks, yards and other facilities—Dr.	499,924 71	498,952 86	971 85	
Maintaining joint tracks, yards and other facilities—Cr.	363,654 03	373,907 87	10,253 84	
Equalization of maintenance		1,180,481 81*	1,180,481 81	
Total	\$9,007,593 64	\$7,506,009 21	\$1,501,584 43	
 MAINTENANCE OF EQUIPMENT				
Superintendence	\$397,426 95	\$406,958 35		\$9,531 40
Shop machinery	190,101 82	140,995 79	\$49,106 03	
Power plant machinery	10,709 65	11,438 37		728 72
Power substation apparatus	5,294 30	7,805 01		2,510 71
Power substation apparatus—depreciation	6,000 00	6,000 00		
Steam locomotives—repairs	4,376,040 02	4,502,433 68		126,393 66
Steam locomotives—depreciation	512,299 92	511,470 00	829 92	
Steam locomotives—retirements	54,449 57	24,853 01	29,596 56	
Other locomotives—repairs	14,341 86	10,718 67	3,623 19	
Other locomotives—depreciation	14,221 56	14,158 90	62 66	
Freight-train cars—repairs	7,884,103 59	5,815,405 32	2,068,698 27	
Freight-train cars—depreciation	1,628,848 52	1,583,270 03	45,578 49	
Freight-train cars—retirements	619,318 84	122,595 82	496,723 02	
Passenger-train cars—repairs	924,240 27	753,147 54	171,092 73	
Passenger-train cars—depreciation	172,326 24	150,654 17	21,672 07	
Passenger-train cars—retirements	11,392 39*	137 00*		11,255 39
Work equipment—repairs	127,933 91	33,884 17	94,049 74	
Work equipment—depreciation	37,583 88	37,140 40	443 48	
Work equipment—retirements	23,462 72	3,606 15	19,856 57	
Miscellaneous equipment—repairs	10,463 67	19,200 53		8,736 86
Miscellaneous equipment—depreciation	2,411 99	395 01	2,016 98	
Miscellaneous equipment—retirements	1,070 60	1,678 00		607 40
Injuries to persons	49,445 83	35,711 48	13,734 35	
Insurance	42,849 73	53,572 49		10,722 76
Stationery and printing	39,519 47	34,114 63	5,404 84	
Other expenses	930,266 91	14,118 02	916,148 89	
Maintaining joint equipment at terminals—Dr.	40,010 88	90,338 63		50,327 75
Maintaining joint equipment at terminals—Cr.	1,027 61	273 75		753 86
Equalization of maintenance	59,094 72*	2,688,480 15*	2,629,385 43	
Total	\$18,043,227 98	\$11,696,773 27	\$6,346,454 71	

* Credit

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DETAIL OF RAILWAY OPERATING EXPENSES (*continued*)

TRAFFIC EXPENSES	1922	1921	Increase	Decrease
Superintendence	\$413,360 80	\$414,897 26		\$1,536 46
Outside agencies	413,495 01	406,790 83	\$6,704 18	
Advertising	61,779 69	56,747 20	5,032 49	
Traffic associations	17,332 97	21,759 73		4,426 76
Fast freight lines	1,506 90	3,646 82		2,139 92
Industrial and immigration bureaus	24,065 24	20,373 30	3,691 94	
Insurance	697 04	300 92	396 12	
Stationery and printing	166,327 58	200,463 68		34,136 10
Other expenses	57 81	601 18		543 37
Total	\$1,098,623 04	\$1,125,580 92		\$26,957 88
TRANSPORTATION EXPENSES				
Superintendence	\$785,327 13	\$811,577 51		\$26,250 38
Dispatching trains	202,321 29	226,294 44		23,973 15
Station employees	3,686,899 95	3,926,372 63		239,472 68
Weighing, inspection and demurrage bureaus	47,862 51	50,564 42		2,701 91
Station supplies and expenses	325,061 01	353,930 61		28,869 60
Yardmasters and yard clerks	814,660 85	853,846 90		39,186 05
Yard conductors and brakemen	2,211,502 26	1,978,968 07	\$232,534 19	
Yard switch and signal tenders	252,906 40	247,335 85	5,570 55	
Yard enginemen	1,419,274 26	1,260,029 55	159,244 71	
Yard motormen	8,324 69	10,684 57		2,359 88
Fuel for yard locomotives	1,858,630 21	1,498,822 45	359,807 76	
Yard switching power produced	10,714 19	9,231 53	1,482 66	
Water for yard locomotives	89,216 58	79,522 78	9,693 80	
Lubricants for yard locomotives	9,877 45	10,852 95		975 50
Other supplies for yard locomotives	9,471 97	12,653 89		3,181 92
Enginehouse expenses—yard	459,671 56	480,017 39		20,345 83
Yard supplies and expenses	58,505 43	60,003 11		1,497 68
Operating joint yards and terminals—Dr.	1,078,543 99	1,003,839 21	74,704 78	
Operating joint yards and terminals—Cr.	270,079 33	161,005 35		109,073 98
Train enginemen	2,152,775 18	2,106,103 02	46,672 16	
Train motormen	67,336 95	67,980 75		643 80
Fuel for train locomotives	6,354,841 41	5,465,354 57	889,486 84	
Train power produced	42,893 02	36,971 16	5,921 86	
Water for train locomotives	216,768 82	229,192 36		12,423 54
Lubricants for train locomotives	73,074 49	51,957 82	21,116 67	
Other supplies for train locomotives	57,493 54	80,848 58		23,355 04
Enginehouse expenses—train	888,760 02	1,081,965 37		193,205 35
Trainmen	2,450,366 42	2,509,018 55		58,652 13
Train supplies and expenses	792,951 56	1,032,371 95		239,420 39
Signal and interlocker operation	320,057 03	362,719 26		42,662 23
Crossing protection	375,754 05	451,084 40		75,330 35
Drawbridge operation	22,561 94	26,921 90		4,359 96
Telegraph and telephone operation	229,818 08	233,738 56		3,920 48
Stationery and printing	236,995 70	231,940 64	5,055 06	
Other expenses	50,879 49	68,645 29		17,765 80
Operating joint tracks and facilities—Dr.	275,203 75	351,522 48		76,318 73
Operating joint tracks and facilities—Cr.	214,172 67	263,689 34	49,516 67	
Insurance	32,847 19	38,658 11		5,810 92
Clearing wrecks	75,887 34	60,323 50	15,563 84	
Damage to property	60,339 36	38,211 42	22,127 94	
Damage to live stock on right of way	3,885 85	4,312 03		426 18
Loss and damage—freight	910,531 40	2,154,443 85		1,243,912 45
Loss and damage—baggage	4,857 25	6,715 19		1,857 94
Injuries to persons	368,107 07	393,129 27		25,022 20
Total	\$28,909,506 64	\$29,533,983 20		\$624,476 56

*The Michigan Central Railroad Company*DETAIL OF RAILWAY OPERATING EXPENSES (*concluded*)

MISCELLANEOUS OPERATIONS	1922	1921	Increase	Decrease
Dining and buffet service	\$761,372 94	\$748,722 32	\$12,650 62	
Hotels and restaurants	107,056 18	112,859 66		\$5,803 48
Grain elevators	936 55*	14,186 53		15,123 08
Stockyards	1,758 08	89,262 21		87,504 13
Total	\$869,250 65	\$965,030 72		\$95,780 07
GENERAL EXPENSES				
Salaries and expenses of general officers	\$135,094 97	\$147,476 79		\$12,381 82
Salaries and expenses of clerks and attendants	871,882 28	911,989 71		40,107 43
General office supplies and expenses	52,755 82	43,472 52	\$9,283 30	
Law expenses	133,398 68	126,827 27	6,571 41	
Insurance	2,619 80	5,021 60		2,401 80
Pensions	170,515 80	143,054 48	27,461 32	
Stationery and printing	70,831 59	72,665 09		1,833 50
Valuation expenses	205,328 74	283,599 28		78,270 54
Other expenses	32,414 69	37,308 37		4,893 68
General joint facilities—Dr.	5,145 84	7,547 09		2,401 25
Total	\$1,679,988 21	\$1,778,962 20		\$98,973 99
TRANSPORTATION FOR INVESTMENT—CR.	\$31,832 79	\$54,394 95	\$22,562 16	
Total railway operating expenses	\$59,576,357 37	\$52,551,944 57	\$7,024,412 80	

RATIO OF RAILWAY OPERATING EXPENSES, BY GROUPS, TO RAILWAY OPERATING REVENUES

	1922	1921
Maintenance of way and structures	10·80	10·30
Maintenance of equipment	21·63	16·04
Traffic expenses	1·32	1·54
Transportation expenses	34·65	40·51
Miscellaneous operations	1·04	1·32
General expenses	2·01	2·44
Transportation for investment—Cr.	·04	·07
Total	71·41	72·08

TAXES ACCRUED

	1922	1921	Increase	Decrease
ON THE VALUE OF REAL AND PERSONAL PROPERTY	\$3,019,491 44	\$2,435,901 63	\$583,589 81	
RAILROAD COMMISSIONERS' ASSESSMENTS, OHIO	3,084 06	2,792 84	291 22	
FEDERAL GOVERNMENT INCOME TAX	1,303,000 00	2,101,359 00		\$798,359 00
FEDERAL GOVERNMENT TAX ON CAPITAL	15,361 50	16,243 00		881 50
CANADIAN WAR TAX	230,765 45	125,000 00	105,765 45	
Total railway taxes accrued	\$4,571,702 45	\$4,681,296 47		\$109,594 02
MISCELLANEOUS TAX ACCRUALS	14,015 09	12,756 68	\$1,258 41	
Total	\$4,585,717 54	\$4,694,053 15		\$108,335 61

* Credit

*Annual Report**DEDUCTIONS FROM GROSS INCOME**Rent for leased roads*

BATTLE CREEK AND STURGIS RAILWAY			
Interest at 3% on \$421,000 first mortgage bonds			\$12,630 00
CANADA SOUTHERN RAILWAY			
Interest at 5% on \$22,500,000 consolidated mortgage bonds	\$1,125,000 00		
Interest at 4% on \$130,000 Leamington & St Clair mortgage bonds	5,200 00		
Dividend at 3% on \$15,000,000 capital stock	450,000 00		1,580,200 00
DETROIT MANUFACTURERS' RAILROAD			
Cash rental			15,150 00
DETROIT RIVER TUNNEL AND TERMINAL			
Interest at 4½% on \$18,000,000 first mortgage bonds	\$810,000 00		
Dividend at 8% on \$3,000,000 capital stock	240,000 00		1,050,000 00
JOLIET AND NORTHERN INDIANA RAILROAD			
Dividend at 5% on \$300,000 capital stock			15,000 00
NEW YORK CENTRAL RAILROAD (BENTON HARBOR EXTENSION, ETC)			
Cash rental			5,000 00
ST JOSEPH SOUTH BEND AND SOUTHERN RAILROAD			
Cash rental			20,000 00
VARIOUS COMPANIES for sidings, team and yard tracks			38,041 30
	Total rent for leased roads		\$2,736,021 30

Interest on funded debt

MORTGAGE BONDS			
Michigan Central Railroad Co first mortgage	3½%	\$630,000 00	
Grand River Valley Railroad first mortgage	4%	60,000 00	
Jackson Lansing & Saginaw Railroad first mortgage	3½%	59,325 00	
Michigan Air Line Railroad first mortgage	4%	104,000 00	
Detroit & Bay City Railroad first mortgage	5%	200,000 00	
Kalamazoo & South Haven Railroad first mortgage	5%	35,000 00	
Bay City & Battle Creek Railway first mortgage	3%	1,470 00	
Toledo Canada Southern & Detroit Railway first mortgage	4%	124,000 00	
Joliet & Northern Indiana Railroad first mortgage	4%	60,000 00	
Gold debentures of 1909	4%	305,360 00	\$1,579,155 00
EQUIPMENT TRUST OBLIGATIONS			
Equipment trust certificates of 1907	5%	\$10,851 08	
Equipment trust certificates of 1910	4½%	53,184 66	
Equipment trust certificates of 1912	4½%	34,134 95	
Equipment trust certificates of 1913	4½%	70,837 07	
Equipment trust certificates of 1915	5%	131,250 00	
Equipment trust certificates of 1917	6%	366,000 00	
Equipment trust notes of January 15, 1920	6%	271,058 00	
Equipment trust certificates of April 15, 1920	7%	435,123 07	
Equipment trust certificates of June 1, 1922	5%	132,881 25	1,505,320 08
LONG TERM NOTES			
Serial notes, New York Central Railroad Co	6%	\$202,628 79	
Ten-year note, New York Central Railroad Co	6%	33,863 53	236,492 32
	Total interest on funded debt		\$3,320,967 40

DIVIDENDS

No. 121, 4 per cent on 187,364 shares, declared June 14, 1922, payable July 29, 1922	\$749,456 00
No. 122A, 4 per cent on 187,364 shares, declared December 13, 1922, payable January 29, 1923	749,456 00
No. 122B, 6 per cent on 187,364 shares, declared December 13, 1922, payable January 29, 1923	1,124,184 00
Total for year, fourteen per cent	\$2,623,096 00

*The Michigan Central Railroad Company***EQUIPMENT IN SERVICE**

(INCLUDING EQUIPMENT OF LEASED LINES)

	DEC. 31, 1921 Grand total	INCREASE Change of class		DECREASE Change of class		Grand total	DECEMBER 31, 1922		
		Number added		Number retired			Number owned*	Number held under equipment trusts	Number held under other form of title
Locomotives									
For freight service	396	1	-	4	-	393	220	173	-
For passenger service	165	-	-	17	-	148	92	56	-
For switching service	249	10	-	12	-	247	146	101	-
Electric locomotives	10	-	-	-	-	10	10	-	-
Totals	820	11	-	33	-	798	468	330	-
<i>Freight-train cars</i>									
Box cars	23,992	1,033	-	1,947	3	23,075	7,767	15,138	170
Flat cars	1,536	-	-	443	-	1,093	1,087	6	-
Stock cars	1,098	3	-	28	-	1,073	326	450	297
Coal cars	7,415†	1,038	1	627	-	7,827	2,010	5,817	-
Refrigerator and produce cars	531	-	-	29	-	502	5	497	-
Other transport cars	6	-	-	-	-	6	6	-	-
Caboose cars	337	4	7	9	-	339	310	29	-
Totals	34,915	2,078	8	3,083	3	33,915	11,511	21,937	467
<i>Passenger-train cars</i>									
Coaches	239	-	-	1	1	237	137	100	-
Combination passenger cars	54	-	-	2	-	52	39	13	-
Emigrant and excursion cars	32	-	-	1	10	21	21	-	-
Other combination cars	22	-	-	-	1	21	16	5	-
Dining cars	23	-	-	-	-	23	15	8	-
Baggage and express cars	138	-	-	4	-	134	66	68	-
Postal cars	13	-	-	-	-	13	12	1	-
Other passenger-train cars	16	-	-	1	-	15	15	-	-
29.73% of 19 cars in joint service	5#	-	-	-	-	5	-	-	5#
Totals	542	-	-	9	12	521	321	195	5
<i>Company service equipment</i>									
Officers' cars	7	-	-	-	-	7	7	-	-
Ballast cars	300	19	-	27	-	292	292	-	-
Derrick cars	3	-	-	-	-	3	3	-	-
Wrecking cars	8	-	-	1	-	7	7	-	-
Other company service cars	544	2	8	87	-	467	467	-	-
Totals	862	21	8	115	-	776	776	-	-

* Owned by The Michigan Central Railroad Company, The Canada Southern Railway Company, or Detroit River Tunnel Company.

† Does not include, as of December 31, 1921, 1 steel underframe coal car of 1915 Trust, leased to the Indiana Harbor Belt Railroad Company and returned during the year 1922; shown in column "Change of class" under the heading "Increase".

Toronto-Buffalo Line: 15 coaches, 4 baggage and express cars

TABLE OF TRACKS

MAIN LINE OWNED	State	MILES OF MAIN TRACK				Yards and sidings	Total		
		First	Second	Third	Fourth				
Michigan Central Railroad									
Detroit	Mich-Ind state line	Mich	222.67	222.44	5.18	4.85	414.31	869.45	
Mich-Ind state line	Ind-Ill state line	Ind	42.46	42.46	1.38	1.37	39.39	127.06	
Ind-Ill state line	Kensington	Ill	6.52	6.52	1.32	1.23	54.20	69.79	
	Total main line owned		271.65	271.42	7.88	7.45	507.90	1,066.30	
BRANCHES OWNED									
Air Line Branch	Jackson	Niles	Mich	107.66	—	—	40.22	147.88	
South Bend Branch	Niles	Mich-Ind state line	“	5.45	—	—	3.67	9.12	
South Haven Branch	Mich-Ind state line	South Bend	Ind	5.97	—	—	5.63	11.60	
Lansing Branch	Kalamazoo	South Haven	Mich	39.34	—	—	6.88	46.22	
Mackinaw Branch	Jackson	Bay City	“	114.37	3.03	—	86.81	204.21	
Gladwin Branch	Bay City	Mackinaw City	“	182.04	1.94	—	158.60	342.58	
Twin Lakes Branch	Pinconning	Gladwin	“	27.90	—	—	5.52	33.42	
Bagley Branch	Mt Forest	Bentley	“	4.69	—	—	—	4.69	
North Midland Branch	Grayling	Lewiston	“	27.26	—	—	32.57	59.83	
East Jordan Branch	Salling Junction	Johannesburg	“	13.78	—	—	36.23	50.01	
Grand Rapids Branch	Bay City W S	Midland	“	18.18	—	—	9.69	27.87	
Bay City Branch	Frederie	East Jordan	“	42.65	—	—	24.60	67.25	
Caro Branch	Rives Junction	Grand Rapids	“	83.82	—	—	22.45	106.27	
Saginaw Branch	Detroit	Bay City	“	107.44	7.55	—	76.75	191.74	
Bay City Belt Branch	Vassar	Owendale	“	33.54	—	—	9.95	43.49	
Water Street Spur Branch	Denmark Junction	Saginaw W S	“	15.76	—	—	9.03	24.79	
Detroit Belt Branch	At Bay City	At Bay City	“	5.81	—	—	3.20	9.01	
Toledo Branch	At Bay City	At Bay City	“	3.01	—	—	7.14	10.15	
Toledo Belt Branch	At Detroit	At Detroit	“	6.31	3.03	—	29.80	39.14	
Dearborn Branch	Detroit	Mich-Ohio state line	“	46.82	3.43	—	80.82	131.07	
	Mich-Ohio state line	C S Jct Toledo	Ohio	8.91	—	—	21.22	30.13	
	At Toledo	“	“	3.49	1.50	—	21.82	26.81	
	Toledo branch to main line	Mich	4.14	4.14	—	—	—	8.28	
	West leg of wye at main line	“	“	.64	—	—	2.93	3.57	
	Oakwood Junction	Dearborn	“	4.06	—	—	—	4.06	
	Total branches owned		913.04	24.62	—	—	695.53	1,633.19	
	Total main line and branches owned		1,184.69	296.04	7.88	7.45	1,203.43	2,699.49	
LINE JOINTLY OWNED									
St Charles Air Line	At Chicago	Ill	·70	·70	—	—	1.28	2.68	
LEASED LINES									
Joliet & Northern Indiana R R	East Gary	Ind-Ill state line	Ind	15.65	—	—	—	11.59	27.24
	Ind-Ill state line	Joliet	Ill	28.20	—	—	—	27.83	56.03
	At Joliet	“	“	1.37	1.35	1.33	1.31	.76	6.12
St Joseph So Bend & Southern R R	So Bend	Ind-Mich state line	Ind	14.23	—	—	—	3.46	17.69
	Ind-Mich state line	St Joseph	Mich	25.08	—	—	—	6.51	31.59
New York Central Railroad	St Joseph Junction	Benton Harbor	“	1.62	—	—	—	.99	2.61
Detroit Toledo & Milwaukee R R	Battle Creek	Moscow	“	47.01	—	—	—	13.79	60.80
Lansing Transit Railway	At Lansing	“	“	.77	—	—	—	.91	1.68
Lansing Manufacturers Railroad	At Lansing	“	“	5.22	—	—	—	5.03	10.25
Bay City Belt Line R R (South Water Street track)	At Bay City	“	“	1.70	—	—	—	3.42	5.12
Battle Creek & Sturgis R R	Battle Creek	Findley	“	33.99	—	—	—	2.87	36.86
St Clair & Western Railroad	St Clair	Richmond	“	14.89	—	—	—	.67	15.56
Canada Southern Bridge Co	Slocum Junction	Grosse Isle	“	2.50	—	—	—	.92	3.42
Detroit Manufacturers R R	At Detroit	“	“	1.52	—	—	—	3.13	4.65
	Carried forward		193.75	1.35	1.33	1.31	81.88	279.62	

*The Michigan Central Railroad Company*TABLE OF TRACKS (*concluded*)

LEASED LINES (<i>concluded</i>)	State	MILES OF MAIN TRACK				Yards and sidings	Total
		First	Second	Third	Fourth		
Detroit River Tunnel Co	Detroit.....International Boundary	193.75	1.35	1.33	1.31	81.88	279.62
Canada Southern Railway	International Boundary.....Windsor	1.81	1.81	—	—	14.42	18.04
	Niagara Falls.....Windsor	1.45	1.45	—	—	.07	2.97
	Bridgeburg.....Welland	226.10	224.58	—	—		
Niagara River Bridge Co	Branches and spurs.....	16.86	16.86	—	—	242.76	864.66
	Niagara Falls.....International Boundary	137.50	—	—	—		
	International Boundary..Suspension Bridge	.09	.09	—	—	—	.18
		1.15	.15	—	—	—	.30
	Total leased lines	577.71	246.29	1.33	1.31	339.13	1,165.77
LINES OPERATED UNDER TRACKAGE RIGHTS							
Pere Marquette Railroad	At Bay City (South Water St).....	Mich	.16	—	—	—	.16
Illinois Central Railroad	Kensington.....12th St station, Chicago	Ill	14.00	14.00	—	—	28.00
Grand Trunk Railway	Bridgeburg.....International Boundary	Ont	.32	—	—	—	.32
	International Boundary.....Black Rock	N Y	.87	.53	—	—	1.40
Indiana Harbor Belt Railroad	At Battle Creek (Hall St).....	Mich	.20	—	—	—	.20
Manistee & North Eastern Ry	Calumet Park.....Union Stockyards	Ill	30.02	30.02	—	—	60.04
London & Port Stanley Railway	Grayling.....Jet of Portage Lake Branch	Mich	2.96	—	—	—	2.96
New York Central Railroad	St Thomas.....London	Ont	14.99	—	—	—	14.99
	Suspension Bridge.....Buffalo	N Y	23.80	23.80	—	—	47.60
	Vinewood Ave.....Beaubien St, Detroit	Mich	—	2.88	—	—	2.88
Industrial tracks	River Rouge.....Mich-OHIO state line	“	—	43.38	—	—	43.38
	Mich-OHIO state line.....Toledo pass sta	Ohio	10.07	9.44	—	—	19.51
	S S & S Junction.....Olivers	Ind	1.57	—	—	—	1.57
	Various places.....	Mich	—	—	—	79.68	79.68
	Various places.....	Ind	—	—	—	3.95	3.95
	Various places.....	Ill	—	—	—	2.38	2.38
	Various places.....	Ohio	—	—	—	1.42	1.42
	Various places.....	Ont	—	—	—	14.13	14.13
	Total trackage rights		98.96	124.05	—	—	101.56
	Total operated mileage		1,862.06	667.08	9.21	8.76	1,645.40
							4,192.51

RECAPITULATION

STATE OR PROVINCE	Owned		Jointly owned		Leased		Otherwise operated 1st track miles	Operated All tracks miles	Total	
	1st track miles	All tracks miles	1st track miles	All tracks miles	1st track miles	All tracks miles			1st track miles	All tracks miles
Michigan	1,117.34	2,434.10	—	—	136.11	190.58	3.32	129.26	1,256.77	2,753.94
Illinois	6.52	69.79	.70	2.68	29.57	62.15	44.02	90.42	80.81	225.04
Indiana	48.43	138.66	—	—	29.88	44.93	1.57	5.52	79.88	189.11
Ohio	12.40	56.94	—	—	—	—	10.07	20.93	22.47	77.87
New York	—	—	—	—	.15	.30	24.67	49.00	24.82	49.30
Province of Ontario	—	—	—	—	382.00	867.81	15.31	29.44	397.31	897.25
Totals	1,184.69	2,699.49	.70	2.68	577.71	1,165.77	98.96	324.57	1,862.06	4,192.51

MILES OPERATED IN

Passenger service only	—	—	—	35.44	35.44
Freight service only	36.91	.70	15.36	46.65	99.62

MILEAGE STATISTICS

TRAIN MILEAGE

REVENUE SERVICE	1922	1921	Increase	Decrease
Freight train-miles	5,733,624	4,991,271	742,353	
Passenger train-miles	5,877,928	6,032,843		154,915
Other passenger train-miles	742,965	847,464		104,499
Mixed train-miles	638,976	418,152	220,824	
Special train-miles	4,111	3,707	404	
Total revenue train mileage	12,997,604	12,293,437	704,167	
Non-revenue train-miles	148,916	152,911		3,995
Total train mileage	13,146,520	12,446,348	700,172	

LOCOMOTIVE MILEAGE

REVENUE SERVICE	1922	1921	Increase	Decrease
Freight locomotive-miles	6,110,145	5,322,312	787,833	
Passenger locomotive-miles	6,939,566	7,238,397		298,831
Mixed locomotive-miles	651,217	421,769	229,448	
Special locomotive-miles	4,330	3,874	456	
Train switching locomotive-miles	371,357	492,670		121,313
Yard switching locomotive-miles	5,217,827	4,485,527	732,300	
Total revenue locomotive mileage	19,294,442	17,964,549	1,329,893	
Non-revenue locomotive-miles	287,885	309,246		21,361
Total locomotive mileage	19,582,327	18,273,795	1,308,532	

CAR MILEAGE

REVENUE SERVICE	1922	1921	Increase	Decrease
Freight-train car-miles				
Freight cars—loaded	199,109,520	152,545,627	46,563,893	
Freight cars—empty	94,189,691	90,802,224	3,387,467	
Caboose cars	5,878,716	5,079,860	798,856	
Total freight-train car-miles	299,177,927	248,427,711	50,750,216	
Passenger-train car-miles				
Passenger cars	15,008,389	15,309,660		301,271
Sleeping, parlor and observation cars	19,943,203	20,150,682		207,479
Dining cars	1,934,452	2,782,478		848,026
Other passenger-train cars	22,306,497	22,761,706		455,209
Total passenger-train car-miles	59,192,541	61,004,526		1,811,985
Mixed-train car-miles				
Freight cars—loaded	5,161,887	3,150,092	2,011,795	
Freight cars—empty	1,600,076	920,401	679,675	
Caboose cars	12,860	14,121		1,261
Passenger cars	956,379	654,200	302,179	
Sleeping, parlor and observation cars	687	453	234	
Other passenger-train cars	543,980	369,311	174,669	
Total mixed-train car-miles	8,275,869	5,108,578	3,167,291	
Special-train car-miles				
Freight cars—loaded	53,849	53,443	406	
Freight cars—empty	38	155		117
Caboose cars	4,226	3,707	519	
Passenger cars	17,894		17,894	
Total special-train car-miles	76,007	57,305	18,702	
Total revenue car mileage	366,722,344	314,598,120	52,124,224	
Non-revenue car-miles	1,015,924	789,089	226,835	
Total car mileage	367,738,268	315,387,209	52,351,059	

*The Michigan Central Railroad Company***TRAFFIC STATISTICS****FREIGHT**

	1922	1921	Increase	Decrease
Tons of revenue freight carried	25,261,826	20,471,263	4,790,563	
Tons of company freight carried	2,538,466	2,449,184	89,282	
Total tons of freight carried	<u>27,800,292</u>	<u>22,920,447</u>	<u>4,879,845</u>	
Tons of revenue freight carried one mile	3,852,215,656	3,127,686,246	724,529,410	
Tons of company freight carried one mile	179,929,615	164,928,903	15,000,712	
Total tons of freight carried one mile	<u>4,032,145,271</u>	<u>3,292,615,149</u>	<u>739,530,122</u>	
Miles of road operated in freight service	1,826.62	1,826.58	.04	
Tons of revenue freight carried one mile per mile of road	2,108,931	1,712,318	396,613	
Tons all freight carried one mile per mile of road	2,207,435	1,802,612	404,823	
Average distance haul of one ton of revenue freight	miles 152	miles 153		miles 1
Average distance haul of one ton of all freight	miles 145	miles 144		miles 1
Average number of tons of revenue freight per train mile	604	578	26	
Average number of tons of all freight per train mile	633	609	24	
Average number of tons of revenue freight per loaded car mile	18.86	20.09		1.23
Average number of tons of all freight per loaded car mile	19.74	21.15		1.41
Average number of freight cars per train mile	47.09	45.74	1.35	
Average number of loaded cars per train mile	32.05	28.78	3.27	
Average number of empty cars per train mile	15.03	16.96		1.93
Total freight revenue	\$55,721,157.95	\$45,728,134.99	\$9,993,022.96	
Average amount received for each ton of freight	\$2.21	\$2.23		\$0.02
Average revenue per ton per mile	cents 1.446	cents 1.462		cents 0.016
Average revenue per mile of road	\$30,505.06	\$25,034.84	\$5,470.22	
Average revenue per train mile	\$8.74	\$8.45	\$0.29	

PASSENGER

Number of interline passengers carried	1,615,133	1,590,651	24,482	
Number of local passengers carried	2,753,580	3,309,910		556,330
Number of commutation passengers carried	300,539	333,836		33,297
Total number of revenue passengers carried	<u>4,669,252</u>	<u>5,234,397</u>		<u>565,145</u>
Total number of revenue passengers carried one mile	551,718,856	554,273,787		2,554,931
Miles of road operated in passenger service	1,762.44	1,762.40	.04	
Number of revenue passengers carried one mile per mile of road	313,043	314,499		1,456
Average distance each revenue passenger carried	miles 118.16	miles 105.89		miles 12.27
Average number of passengers per train mile	85	86		1
Average number of passengers per car mile	15	15		
Average number of passenger cars per passenger train mile	9	9		
Total passenger revenue	\$19,247,622.17	\$20,016,387.06		\$768,764.89
Average amount received from each passenger	\$4.12	\$3.82	\$0.30	
Average revenue per passenger per mile	cents 3.489	cents 3.611		cents .122
Total passenger service train revenue	\$24,951,787.22	\$24,057,000.96	\$894,786.26	
Average passenger service train revenue per mile of road	\$14,157.52	\$13,650.14	\$1,507.38	
Average passenger service train revenue per train mile	\$3.44	\$3.30	\$0.14	

TOTAL TRAFFIC

Operating revenues	\$83,426,407 27	\$72,911,852 36	\$10,514,554 91	
Operating expenses	59,576,357 37	52,551,944 57	7,024,412 80	
Net operating revenue	<u>\$23,850,049 90</u>	<u>\$20,359,907 79</u>	<u>\$3,490,142 11</u>	
Average mileage of road operated	1,862.06	1,862.02	.04	
Operating revenues per mile of road	\$44,803 28	\$39,157 39	\$5,645 89	
Operating expenses per mile of road	31,994 86	28,223 08	3,771 78	
Net operating revenue per mile of road	<u>\$12,808 42</u>	<u>\$10,934 31</u>	<u>\$1,874 11</u>	

Annual Report

TRAFFIC STATISTICS (continued)

DESCRIPTION OF REVENUE FREIGHT MOVED

Decrease	Increase	NUMBER OF CARLOADS		COMMODITY	NUMBER OF TONS (2,000 pounds)		
		1921	1922		1921	Increase	Decrease
81		5,341	5,260	Wheat	199,991	205,519	5,528
	5,904	6,317	12,221	Corn	464,114	236,728	227,386
	3,445	5,901	9,346	Oats	287,759	180,769	106,990
1,069		3,257	2,188	Other grain	71,636	119,719	48,083
	800	13,980	14,780	Flour and meal	429,378	435,516	6,138
	3,579	16,924	20,503	Other mill products	379,404	337,599	41,805
	117	5,830	5,947	Hay, straw and alfalfa	71,992	71,806	186
	176	683	859	Tobacco	10,922	8,547	2,375
	198	1,483	1,681	Cotton	21,722	18,563	3,159
62		321	259	Cotton seed and products, except oil	5,842	7,676	1,834
286		3,660	3,374	Citrus fruits	54,892	61,516	6,624
	6,056	13,145	19,201	Other fresh fruits	245,894	172,505	73,389
111		5,500	5,389	Potatoes	97,826	102,127	4,301
	1,704	4,344	6,048	Other fresh vegetables	78,182	56,915	21,267
1,086		3,457	2,371	Dried fruits and vegetables	51,403	75,491	24,088
3,483		13,886	10,403	Other products of agriculture	273,328	396,324	122,996
	<u>15,801</u>	<u>104,029</u>	<u>119,830</u>	Total	<u>2,744,285</u>	<u>2,487,320</u>	<u>256,965</u>

ANIMALS AND PRODUCTS

181		399	218	Horses and mules	2,432	4,476	2,044
	588	7,214	7,802	Cattle and calves	89,682	82,981	6,701
183		3,467	3,284	Sheep and goats	31,789	34,065	2,276
	1,493	10,450	11,943	Hogs	127,588	111,464	16,124
	1,113	19,770	20,883	Fresh meats	247,582	234,363	13,219
	371	10,925	11,296	Other packing-house products	186,276	188,710	2,434
76		150	1,186	Poultry	15,772	14,165	1,607
		3,168	3,092	Eggs	34,105	34,953	848
	587	3,879	4,466	Butter and cheese	54,647	44,952	9,695
57		1,398	1,341	Wool	15,399	17,288	1,889
	532	1,575	2,107	Hides and leather	43,828	33,746	10,082
	757	1,908	2,665	Other animals and products	45,089	34,845	10,244
	<u>5,094</u>	<u>65,339</u>	<u>70,433</u>	Total	<u>894,189</u>	<u>836,008</u>	<u>58,181</u>

PRODUCTS OF MINES

18,099		33,048	14,949	Anthracite coal	664,649	1,409,000	744,351
	25,724	106,829	132,553	Bituminous coal	6,054,071	4,710,600	1,343,471
	8,255	6,820	15,075	Coke	407,543	162,043	245,500
15		49	34	Iron ore	757	1,875	1,118
	203	605	808	Other ores and concentrates	31,352	23,852	7,500
5		35	30	Base bullion and matte	1,324	1,397	73
	5,195	61,603	66,798	Clay, gravel, sand and stone	3,271,915	2,912,761	359,154
	56	92	148	Crude petroleum	4,105	2,405	1,700
310		1,356	1,046	Asphaltum	32,139	42,848	10,709
	889	7,185	8,074	Salt	208,475	185,565	22,910
	419	692	1,111	Other products of mines	37,854	24,294	13,560
	<u>22,312</u>	<u>218,314</u>	<u>240,626</u>	Total	<u>10,714,184</u>	<u>9,476,640</u>	<u>1,237,544</u>

*The Michigan Central Railroad Company*TRAFFIC STATISTICS (*concluded*)DESCRIPTION OF REVENUE FREIGHT MOVED (*concluded*)

NUMBER OF CARLOADS				COMMODITY	NUMBER OF TONS (2,000 pounds)			
Decrease	Increase	1921	1922	PRODUCTS OF FORESTS	1922	1921	Increase	Decrease
2,764	2,797	16,000	18,797	Logs, posts, poles and cord wood	464,231	359,928	104,303	
	128	1,265	1,393	Ties	41,713	37,500	4,213	
	3,278	514		Pulp wood	15,342	100,384		85,042
	18,326	34,243	52,569	Lumber, timber, box shooks, staves and headings	1,381,785	893,143	488,642	
	233	2,494	2,727	Other products of forests	60,568	54,295	6,273	
	18,720	57,280	76,000	Total	1,963,639	1,445,250	518,389	
MANUFACTURES AND MISCELLANEOUS								
212	4,521	20,124	24,645	Refined petroleum and its products	659,532	551,944	107,588	
	400	510	910	Vegetable oils	21,028	11,517	9,511	
	1,223	6,219	7,442	Sugar, syrup, glucose and molasses	204,583	172,675	31,908	
	5	40	45	Boats and vessel supplies	354	302	52	
	2,149	2,479	4,628	Iron, pig and bloom	216,585	119,151	97,434	
212	621	409		Rails and fastenings	14,627	26,635		12,008
	17,971	15,299	33,270	Bar and sheet iron, structural iron and iron pipe	1,095,125	476,369	618,756	
	1,363	1,857	3,220	Other metals, pig, bar and sheet	92,280	51,668	40,612	
	2,651	9,256	11,907	Castings, machinery and boilers	240,102	181,404	58,698	
	785	11,066	11,851	Cement	440,639	408,754	31,885	
2,003	2,998	6,855	9,853	Brick and artificial stone	348,174	241,144	102,030	
	1,837	2,965	4,802	Lime and plaster	134,561	80,515	54,046	
	252	2,312	2,564	Sewer pipe and drain tile	46,631	44,240	2,391	
	570	3,963	4,533	Agricultural implements and vehicles, other than automobiles	70,980	63,266	7,714	
	57,950	63,026	120,976	Automobiles and autotucks	923,392	461,415	461,977	
598	1,681	1,083		Household goods and second-hand furniture	8,027	12,227		4,200
	1,523	3,202	4,725	Furniture (new)	38,387	25,039	13,348	
	64	1,165	1,101	Beverages	21,871	22,198	327	
	3,353	1,350		Ice	44,546	106,877		62,331
	897	2,903	3,800	Fertilizers (all kinds)	93,702	72,330	21,372	
2,003	2,698	8,155	10,853	Paper, printed matter and books	255,765	192,887	62,878	
	7,232	14,808	22,040	Chemicals and explosives	698,163	467,367	230,796	
	245	1,282	1,527	Textiles	24,274	21,263	3,011	
	945	3,791	4,736	Canned goods (all canned food products)	107,895	86,288	21,607	
	27,869	76,538	104,407	Other manufactures and miscellaneous	2,178,172	1,520,922	657,250	
	133,207	263,470	396,677	Total	7,974,395	5,418,397	2,555,998	
	195,134	708,432	903,566	GRAND TOTAL CARLOAD TRAFFIC	24,290,692	19,663,615	4,627,077	
				Merchandise—All L C L freight	971,134	807,648	163,486	
				GRAND TOTAL TRAFFIC	25,261,826	20,471,263	4,790,563	

The Michigan Central Railroad Company

JACKSON LANSING & SAGINAW RAILROAD LAND GRANT FUND
OF
THE MICHIGAN CENTRAL RAILROAD COMPANY

DETROIT, MICHIGAN, January 23, 1923

ALFRED H. SMITH, President

The Michigan Central Railroad Company
 NEW YORK

DEAR SIR:

I respectfully submit herewith annual statement of the business of the Land Department of this company for the year ended December 31, 1922.

LAND AND SALES ACCOUNT

	Acres		Amount
Unsold January 1, 1922, according to patents	9,729.27	Lands sold during the year	\$1,220 00
Sold during the year	366.58	Total amount due on contracts at close of year	1,100 00
Unsold at close of the year	<u>9,362.69</u>		

The sales for the last five years were as follows:

	1918	1919	1920	1921	1922
Acres sold	1,776.97	120.00	1,996.67	117.00	366.58
Land sales	\$5,117.06	\$370.00	\$4,282.14	\$511.00	\$1,220.00
Average per acre	\$2.88	\$3.08	\$2.14	\$4.37	\$3.33

CASH ACCOUNT

RECEIPTS		DISBURSEMENTS	
Cash on hand January 1, 1922	\$510 20	For taxes	\$1,335 21
From payments on land contracts and sales	585 00	For expenses	28 00
From interest	36 88	Cash on hand December 31, 1922	18 87
From Trustees	250 00		
Total	<u>\$1,382 08</u>	Total	<u>\$1,382 08</u>

WILLIAM HUTCHINSON

Commissioner

LAND GRANT FUND

MESSRS. BRONNER, ROBSON AND BLAIR, *Trustees*

Balance on hand at end of 1921, as shown by report for that year	\$558 30
Interest on deposits	19 71
	<u>\$578 01</u>
Transferred to Land Department during the year 1922	250 00
Cash on hand December 31, 1922	<u>\$328 01</u>